



Chicago Metropolitan Agency for Planning

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CMAQ Project Selection Committee Meeting

Annotated Agenda

February 11, 2010

2:00 p.m.

Cook County Conference Room

CMAQ Offices

Note: the meeting materials can be found at <http://www.cmap.illinois.gov/cmaq/minutes.aspx>

- 1.0 Call to Order and Introductions** 2:00 p.m.
Ross Patronsky, Committee Chair
- 2.0 Agenda Changes and Announcements**
- 3.0 Approval of December 17, 2009 Minutes**
The draft minutes for the December 17, 2009 meeting are attached.

ACTION REQUESTED: Approval of the minutes.
- 4.0 FY 2010-2011 CMAQ Program**
 - 4.1 Initiation Meetings
Staff will update the Committee on the transit and city initiation meetings.
- 5.0 Project Changes**
 - 5.1 Lake County – Hunt Club Rd at Millburn Rd and Hunt Club Rd at Wadsworth Rd (TIP ID 10-05-0004 and TIP ID 10-05-0005)
The sponsor is requesting to combine the projects within the TIP. Staff undertook this action as an administrative modification.
 - 5.2 Grayslake – Washington St Bike Path (TIP ID 10-10-0002)
The sponsor is requesting to transfer the project to Lake County. Lake County has agreed. Staff undertook this action as an administrative modification.
 - 5.3 Romeoville – 135th St Metra Parking Lot and Romeoville Metra Station and Parking (TIP ID 12-10-0001 and TIP ID 12-10-0002)
The sponsor is requesting to combine PHI and PHII engineering into TIP ID 12-10-0001. Staff undertook this action as an administrative modification.
 - 5.4 Oakbrook Terrace – 22nd Street Sidewalk from IL 83 to IL 56 (TIP ID 08-97-0010)
The sponsor is requesting IDOT become the sponsor of the project. IDOT has agreed. Staff undertook this action as an administrative modification.
 - 5.5 Oak Park – Washington Blvd from Lombard Ave to Home Ave (TIP ID 04-08-0004)

The sponsor is requested to revise the scope to include pedestrian countdown signal heads. IDOT has stated that in order to include pedestrian countdown signal heads the project would need to be re-bid or bid as a separate project. Staff recommends Oak Park apply in future years for this project.

5.6 Kane County DOT – Randall Rd. at US 20/Foothill Rd (TIP ID 09-06-0003)

The sponsor is requesting to transfer Construction funds into PHII. Staff undertook this action as an administrative modification.

5.7 Kane County Forest Preserve - Fox River Trail Gap Project - Section B Limits: Virgil Gilman Trail to New York Street (TIP ID 09-94-0068)

The sponsor has requested to use their one time move to put the project into FFY 11. Staff recommends approval.

5.8 Pace - Shuttle Service to Metra Stations on the NCS Line (TIP ID 17-05-0001)

The sponsor is requesting to change the scope to include a shuttle from other Metra rail lines. Staff recommends approval.

5.9 IDOT – I-290/IL 53 SB exit ramp at IL 53/Biesterfield Rd (TIP ID 03-09-0011)

The sponsor is requesting to transfer funds from Phase I and Phase II engineering to Construction. Staff undertook this as an administrative modification.

5.10 Deerfield – Deerfield Rd Sidewalk Improvements and Pedestrian Underpass (TIP ID 10-06-0055)

The sponsor is requesting an increase of \$1,410,000 federal. Staff recommends approval.

6.0 Program Management

6.1 Rescissions Implementation

The MPO Policy Committee approved the rescission implementation plan. Projects that were not removed off of the list were moved into the CMAQ A fiscal year in the Transportation Improvement Program (TIP). Notifications were sent to those projects that were moved onto the CMAQ A list.

ACTION REQUESTED: Information

6.2 Moving Federal Fiscal Year 2011 Projects Forward/State Appropriation

At the last meeting the CMAQ PSC briefly discussed the possibility of projects programmed in FY 2011 being moved up to FY 2010 due to the CMAQ A list. A request to do this has been received. A memorandum discussing the impacts of this is attached.

ACTION REQUESTED: Consideration of moving projects from FFY 2011 forward.

7.0 Regional Transportation Operations Coalition (RTOC)

The CMAP Transportation Committee approved the creation of the RTOC. CMAP staff will explain the structure of the committee.

ACTION REQUESTED: Discussion

8.0 Public Comment

This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chair's discretion. It should be noted that the exact time for the public comment period will immediately follow the last item on the agenda.

9.0 Other Business

10.0 Next Meeting/s

Staff will discuss options for meeting dates in 2010. A listing of recommended dates is attached.

11.0 Adjournment

CMAQ Project Selection Committee Members:

____ Ross Patronsky, Chair	____ Mark Pitstick	____ Jeff Schielke
____ Martin Buehler	____ Mike Rogers	
____ Luann Hamilton	____ Susan Stitt	

Attending CMAQ Project Selection Committee Meetings at CMAP offices:

CMAQ Project Selection Committee meetings are public meetings; the public is invited to attend. Passes are available for people attending these meetings at the CMAP offices. If you wish to attend but have not attended meeting regularly, please call or e-mail Holly Ostidick (312-386-8836, hostidick@cmap.illinois.gov) in advance to be added to the list. For requests or problems on the day of the meeting, please call the CMAP main reception desk at 312-454-0400. A driver's license, state ID, or passport will be required to enter.



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Chicago Metropolitan Agency for Planning Congestion Mitigation and Air Quality Improvement Program Project Selection Committee Minutes December 17, 2009

Cook County Conference Room
233 S. Wacker Drive, Suite 800
Chicago, Illinois

Members Present: Chairman Ross Patronsky – CMAP, Tom Rickert – Counties, Luann Hamilton – City of Chicago, Mark Pitstick - RTA, Mike Rogers – IEPA (via phone), Betsy Tracy – IDOT

Members Absent: Council of Mayors

Others Present: Leonard Cannata, Chalen Daigle (via phone), Kama Dobbs, John Donovan, Russ Jensen, Temi Latinwo (via phone), Bill Lenski, Keith Privett, David Simmons, Chris Staron, David Tomzik, Jan Ward, David Werner, and Tammy Wierciak

Staff Present: Patricia Berry, Tom Murtha, Holly Ostidick, Russell Pietrowiak, Joy Schaad

1.0 Call to Order and Introductions

Committee Chair Ross Patronsky called the meeting to order at 2:04 p.m.

2.0 Agenda Changes and Announcements

There were none.

3.0 Approval of November 17, 2009 Minutes

On a motion by Mark Pitstick and a second by Tom Rickert, the minutes for the November 17, 2009 meeting were approved.

4.0 FY 2010-2011 CMAQ Program

4.1 Initiation Meetings

Joy Schaad reported that two project initiation meetings for suburban sponsors were held at IDOT on November 18 and she provided agenda highlights and a summary of who attended. She pointed out that 5 sponsors did not have staff in attendance as required, but

of those – 1 had advance permission, one transferred sponsorship of their project to Lake County (who was in attendance), one withdrew from the program, and two (Bensenville and Oak Forest) did not have an excuse as far as we know. While staff recommended contacting the two sponsors that did not meet the attendance requirements to provide missed information and warn them about new requirements and deadlines, Ms. Schaad pointed out that it is within the committee's discretion to react more strongly (i.e. notify them that the committee would now consider withdrawing their project's funding.) Committee members commented that it may have been a miscommunication and the warning was appropriate for now. Kama Dobbs stated that she had let CMAP staff know that Bensenville would be sending their consultant, and that CMAP staff had acknowledged that in advance.

Tom Murtha reported that an initiation meeting was held on December 15th at CMAP with sponsors of diesel retrofit projects. Tom provided highlights of the potential sticking points (3-party agreements, adapting standard processes for the unusual work type, and agreeing on contract terms for when new Genset equipment is out of service for more than a month, etc.). Tom said that IDOT has now developed a single contract for purchase of this equipment to use with all railroads and partners and it is hoped that this will help considerably. Betsy Tracy commented that it was very impressive that we could get all the railroads together in one meeting and that it was quite productive.

Patricia Berry then asked the committee if they would like to move directly to the discussion of diesel retrofit programming memo at this time. It was agreed to take it up early, but the minutes reflect that discussion under agenda item 7.0 below.

5.0 Project Changes

5.1 CDOT - Bike Parking – (TIP ID 01-94-0045)

On a motion by Tom Rickert and a second by Ross Patronskey, the committee approved the request for a cost increase of \$200,000 federal funds.

5.2 Lake County DOT – Rollins Rd. from US 12 to Lotus Dr – (TIP ID 10-09-0007) and Lake County DOT – IL 83 from US 45 to Westmoreland Dr – (TIP ID 10-09-0008)

These two projects were combined under one TIP number (10-09-0008) as an administrative modification.

5.3 Worth – IL 7/Southwest Highway Sidewalks - 76th Ave to IL 43/Harlem (TIP ID 06-10-0002)

The sponsor withdrew the project. Staff processed this as an administrative modification.

5.4 Lake County DOT – Roberts Rd at River Rd. (TIP ID 10-00-0128)

On a motion by Tom Rickert and a second by Luann Hamilton, the committee approved the request to clarify the project scope of the intersection improvement as a roundabout.

5.5 Lake County DOT – Everett Rd. at Riverwoods Rd. (TIP ID 10-06-0001)

This project has an increased cost of \$830,195 (federal) and was re-ranked. It moved down two positions, but was still above all unfunded projects in its category. There was a discussion on asphalt price trends and typical costs. On a motion by Tom Rickert and a

second by Luann Hamilton, the committee approved the request for a cost increase of \$830,195 (federal).

5.6 Glenview – The Glen of North Glenview Station Commuter Parking (TIP ID 02-08-0002)

In advance of the meeting, the sponsor requested a cost increase of \$863,642 (federal), a transfer of \$84,270 federal from phase II engineering into construction engineering, and a scope change, but now the cost increase is only \$466,995 (federal). Mr. Russ Jensen, of Glenview's capital projects development staff, explained that this project is for three commuter parking lots which total 1,500 spaces at full build out. Due to flooding in the subdivision to the south, Glenview wishes to pursue 50% pervious asphalt for the west lot. He said IDOT is suggesting permeable pavement should be mandatory at that location. This will involve needed changes to the design (PH II), to the construction materials and costs (C), to have appropriately trained consultants oversee the construction rather than Village staff (PH III), and for bio-swales (C). While there was support for the more ecological approach there were also concerns about the need for balance in cost effectiveness and "state of the art" designs. It was determined that if approved, this would be a cost change and not a scope change. On a motion by Mark Pitstick and a second by Luann Hamilton, the committee approved the \$466,995 (federal) cost increase.

5.7 Justice sidewalk projects - *(Added to agenda as a point of information)*

The Village of Justice requested that two of their projects be combined: 79th Street Sidewalks from 88th to Roberts Road (TIP ID 06-01-0004) and Roberts Road Sidewalks from 79th to 87th Streets (TIP ID 06-03-0002). They were combined under TIP ID # 06-03-0002 as an administrative modification.

6.0 Program Management

6.1 Rescissions

At the last meeting, the committee made some clarifications to the recommended process of implementing the rescission. The CMAP Transportation Committee voted to recommend approval by the MPO Policy Committee, Programming Coordinating Committee, and CMAP Board. It was pointed out that the memo was unclear on whether all phases of a project move into the TIP when there is an obligation in any phase. Staff recommended that such decisions be handled on a case by case basis depending on the time frames involved. There was quite a bit of discussion on how and when transit projects move into FTA's TEAM system, as that benchmark is proposed as the threshold to use to determine when a project needs to be added back into the TIP. There was also discussion on how long project agreements can take to get their approvals out of Springfield.

An updated CMAQ "A list" was distributed. It was newer than the revised list in the agenda packet. \$26 million of projects would stay in the TIP as they have shown obligation progress. It was pointed out that the projects' status as of January 14th would establish which projects are moved to the A list through the MPO Policy Committee's adoption of this approach to implement the rescission. At this point we are planning to move over \$180 million in projects to the A list to accommodate the \$83 million rescission. This will not only create competition between projects but also enhance the active program management policies, identify dormant projects, and create a self-selective process.

6.2 State Appropriation

CMAQ staff has forwarded IDOT an estimate of the state appropriation needed in SFY 2010 as \$173 million for FFY 2010 and FFY 2011 projects. However, at this time IDOT only sees a capacity of \$21.9 million in state appropriation through the end of the state fiscal year - June 30th 2010. The State appropriation amount needs to cover the federal and local shares of suburban projects and the federal share of City, diesel retrofit or other locally let projects. Staff recently held 2 days of project meetings to determine what projects are moving and clearly sees \$30 million in the pipeline for January through June obligations. While it is expected that not all of the predicted FY 2010 and FFY 2011 projects will make it – it does look like there will be a significant appropriation shortage. One idea to handle this was to postpone some projects until the first letting in SFY 2011. Another idea was to contact state legislators for more appropriation – but it was thought to be too early for that. Betsy Tracy said that IDOT's Springfield staff is aware about the potential problem and are committed to working with us if CMAQ can get them a firm number for the amount of appropriation needed for each letting as it comes. IDOT/District One Local Roads staff will be essential to this effort.

6.3 Advancing FY 2011 Projects

Implications of allowing projects originally programmed for FY 2011 to be initiated in FY 2010 were discussed. It was agreed that in general, the situation with potential shortfall in State appropriations would be made worse by advancing 2011 projects to FY 2010. It was pointed out, however, that most transit projects do not require State appropriation. The general feeling was to not allow such shifts into 2010 for now and then reconsider when the appropriations issue is clearer.

7.0 Funding Private Sector Diesel Emission Reduction Projects

Patricia Berry gave highlights of the memo which responds to the MPO Policy Committee request for background information on funding private sector diesel emission reduction projects as it was revised based on the November 17 PSC meeting discussion. There were additional suggestions to clarify it and to bolster the arguments on how valuable these projects are to the region's air quality. There was discussion on whether to offer a specific matching ratio for the FFY 2012 applications and it was decided that the match requirements should be considered in the fall of 2010 when the application process and funding parameters are worked out. On a motion by Tom Rickert and a second by Mark Pitstick, the memo was approved for use at the January 14th Policy Committee meeting with authority given to Patricia Berry to work with Mike Rogers and Mark Pitstick to further refine it, as needed.

8.0 Public Comment

There were no public comments.

9.0 Other Business

Betsy Tracy announced that she is leaving IDOT in mid-January and will be taking John Donovan's previous position with FHWA in Springfield. She said that there were about 10 staff changes in OP&P in the works but she did not know who would be representing OP&P on the committee. Everyone wished her well and thanked her for her work on the CMAQ program.

10.0 Next Meeting

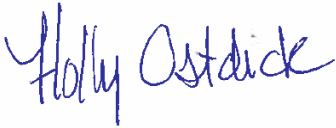
Joy Schaad discussed the agenda attachment laying out 10 date options for 9 meetings of the CMAQ Project Selection Committee in 2010 which would accommodate TIP change deadlines and a need to meet to discuss the draft 2012 project application procedures and parameters in November. After discussion it was decided to adjust all of the dates to Thursdays to accommodate members' standing conflicts. A new draft schedule will be developed for approval at the next meeting.

11.0 **Adjournment**

The meeting was adjourned at 3:29 p.m.

DRAFT for approval

Respectfully Submitted,

A handwritten signature in blue ink that reads "Holly Ostdick". The signature is written in a cursive, flowing style.

Holly Ostdick
CMAQ Program Manager

/JMS



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MEMORANDUM

To: CMAQ Project Selection Committee
Date: February 11th, 2010
From: Russell J. Pietrowiak, Associate Planner
Re: CMAQ Project Change Requests

10 projects have been submitted for changes. The net change in the federal amount programmed resulting from the requests is \$1,128,000. The sponsors' requests are attached.

Lake County DOT – Hunt Club Rd. at Millburn Rd (TIP ID 10-05-0004) and

Lake County DOT- Hunt Club Rd. at Wadsworth (TIP ID 10-05-0005)

The sponsor is requesting to combine the two intersection improvement projects into one. The Hunt Club Rd. at Millburn Rd. (TIP ID 10-05-0004) intersection improvement project is programmed for \$2,745,000 total (\$2,196,000 federal). The Hunt Club Rd at Wadsworth (TIP ID 10-05-0005) intersection improvement project is programmed for \$ 2,020,000 total (\$1,616,000 federal). The two intersection improvement projects would be combined under the Hunt Club Rd. at Millburn Rd. intersection improvement, (TIP ID 10-05-0004) project. The combined programmed amount would be \$4,765,000 total (\$3,812,000 federal). Staff undertook this action as an administrative change.

Village of Grayslake – Washington St. Bike Path (TIP ID 10-10-0002)

The sponsor is requesting to change the sponsor of this project to the Lake County DOT. Lake County DOT has agreed to become the sponsor of this project. This project is programmed for \$950,000 total (\$760,000 federal). Staff undertook this action as an administrative change.

Village of Romeoville – 135th Street Metra Parking Lot (TIP ID 12-10-0001) and

Village of Romeoville – Romeoville Metra Station and Parking (TIP ID 12-10-0002)

The sponsor is requesting to combine the Phase I and Phase II engineering portions of these projects into one project. The 135th Street Metra Parking Lot (TIP ID 12-10-0001) is programmed for \$4,275,000 total (\$3,420,000 federal) of which \$725,000 total (\$580,000 federal) is for Phase I and Phase II engineering. The Romeoville Metra Station and Parking project (TIP ID 12-10-0002) is programmed for \$1,265,000 total (\$1,012,000 federal) of which \$250,000 total (\$200,000 federal) is for Phase I and Phase II engineering. Phase I and Phase II engineering for these projects would be combined under the 135th Street Metra Parking Lot (TIP ID 12-10-0001) project. The combined amounts for Phase I engineering would be \$425,000 total (\$340,000 federal) and for Phase II engineering \$550,000 total (\$440,000 federal). Staff undertook this action as an administrative change.

City of Oakbrook Terrace - 22nd Street Sidewalk from IL83 to IL56 (TIP ID 08-97-0010)

The sponsor is requesting to change the sponsor of this project to the Illinois Department of Transportation (IDOT). IDOT has agreed to become the sponsor of this project. This project is programmed for \$472,000 total (\$377,406 federal). Staff undertook this action as an administrative change.

Village of Oak Park - Washington Blvd from Lombard Ave to Home Ave (TIP ID 04-08-0004)

The sponsor is requesting to change the scope for the signal interconnect project to include the inclusion of countdown pedestrian signal heads. The sponsor has indicated that having Countdown Signal Heads installed would enhance the pedestrian activity at the intersections that are part of this project. Countdown pedestrian signal heads were not part of the original scope of this project. IDOT has rejected a change order request to include the countdown pedestrian signal heads on the basis that they were not a part of the original scope of work. The sponsor is not asking for a cost increase. This project was originally programmed for \$306,600 total (\$245,000 federal) and received a cost increase of \$54,411 total (\$43,529 federal) in early 2009. Staff discussed this project with IDOT and IDOT has informed CMAP staff that the countdown pedestrian signal heads would need to be bid separately.

Recommendation to the CMAQ Project Selection Committee:

- **Consider denying the request for a scope change to Village of Oak Park Washington Blvd from Lombard Ave to Home Ave (TIP ID 04-08-0004).**

Kane County DOT – Randall Rd. at US 20/Foothill Rd (TIP ID 09-06-0003)

The sponsor is asking to transfer funds from construction to Phase II Engineering. The intersection improvement project has \$120,000 total (\$96,000 federal) programmed for Phase II Engineering and \$1,239,000 total (\$991,200 federal) programmed for construction. The sponsor would like to transfer \$46,335 total (\$37,068 federal) from construction to Phase II engineering. The sponsor is not asking for a cost increase. Total funding for this project is programmed at \$1,419,000 total (\$1,135,200 federal). Staff undertook this action as an administrative change.

Kane County Forest Preserve - Fox River Trail Gap Project - Section B Limits: Virgil Gilman Trail to New York Street (TIP ID 09-94-0068)

The sponsor is requesting to move this project from the FY2010 program to the FY2011 program. The project was not updated last fall and winter; this would be their one-time move to FY2011. This project is programmed for \$750,000 total (\$600,000 federal).

Recommendation to the CMAQ Project Selection Committee:

- **Consider approving the one-time move for Kane County Forest Preserve - Fox River Trail Gap Project - Section B Limits: Virgil Gilman Trail to New York Street (TIP ID 09-94-0068) from FY 2010 to FY 2011.**

Pace - Shuttle Service to Metra Stations on the NCS Line (TIP ID 17-05-0001)

The sponsor is requesting a scope change for this project. This project is a commuter line shuttle service that provides transit/shuttle connections from Metra's North Central service to local employment centers. Current service on the North Central line is not robust enough to sustain the type of shuttle service the sponsor has envisioned for this project. The sponsor is now requesting to use the remaining funds on shuttle service along the Union Pacific North Line, Milwaukee District North Line & Union Pacific Northwest Line in Cook & Lake Counties where Metra service is more frequent and more able to support shuttle services. This project was programmed for \$1,800,000 total (\$1,440,000 federal). Since it is in an FTA grant, the CMAQ funds cannot be deobligated and reprogrammed to another project. It would be possible to use the funds on another CMAQ project in the same grant.

Recommendation to the CMAQ Project Selection Committee:

- **Consider approving the scope change for the Pace - Shuttle Service to Metra Stations on the NCS Line (TIP ID 17-05-0001) to include shuttle service between the Union Pacific North Line, Milwaukee District North Line, and the Union Pacific Northwest Line and various employment centers.**

IDOT - I-290/IL 53 SB exit ramp at IL 53/Biesterfield Rd (TIP ID 03-09-0011)

The sponsor is requesting to transfer funds from Phase I and Phase II engineering to construction. Phase I and Phase II engineering were completed in house by IDOT, negating the need to spend money on Phase I and Phase II engineering. Phase I and Phase II engineering for this project were programmed at \$70,000 total (\$56,000 federal). The sponsor would like to transfer this amount to construction. Total programming for this project would remain at \$470,000 (\$376,000 federal). Staff undertook this action as an administrative modification.

Deerfield - Deerfield Rd Sidewalk Improvements and Pedestrian Underpass (TIP ID 10-06-0055)

The sponsor of this project is requesting cost increase due to increased construction costs. Changes in construction methods, design requirements, materials, and utility relocations associated with the construction of the pedestrian underpass have resulted in the cost of this project increasing. The project was originally programmed for \$974,400 total (\$779,520 federal). The sponsor is seeking a cost increase to \$2,384,400 total and (\$1,907,520 federal) for a difference of \$1,410,000 total (\$1,128,000 federal). The project was re-ranked with the increased cost and the dollar per KG of VOC eliminated increased from \$1,843 to \$4,510 and the rank changed from 12th to 13th among 2007 pedestrian projects. All projects ranked higher were funded. This project is scheduled for the April 2010 letting.

Recommendation to the CMAQ Project Selection Committee:

- **Consider approval of the cost increase for Deerfield - Deerfield Rd Sidewalk Improvements and Pedestrian Underpass (TIP ID 10-06-0055) in the amount of \$1,410,000 total (\$1,128,000 federal) for a total project funding of \$2,384,400 total (\$1,907,520 federal).**

10-05-0004 and 10-05-0005 request

From: Christensen, Bruce D. [mailto:BChristensen@lakecountyil.gov]
Sent: Monday, December 28, 2009 9:05 AM
To: Holly Ostdick
Subject: 10-05-0004 & 10-05-0005

Holly-

Please combine these two projects under TIP ID number 10-05-0004. IDOT combined these projects under one section number due to their close proximity to each other.

Thanks,

Bruce D. Christensen
Transportation Coordinator
Lake County Division of Transportation
600 Winchester Road
Libertyville, IL 60048
(847) 377-7400
(847) 362-5290
bchristensen@lakecountyil.gov



January 7, 2010

Ms. Holly Ostdick
Chief of the CMAQ Program
CMAP
233 South Wacker Drive, Suite 800
Chicago, IL 60606

RE: Washington Street Bike Path TIP ID Number 10-10-0002

Dear Ms. Ostdick:

Please be advised that the Village of Grayslake is not the lead agency for the above referenced project. The Lake County Division of Transportation should be listed as the lead local agency for this project. All future correspondence relating to this project should be directed to Ms. Paula Trigg at the Lake County Division of Transportation.

Please do not hesitate to call me at (847) 223-8515 if you have any questions or require additional information.

Very truly yours,

William Heinz
Director of Public Works

cc: Martin G. Buehler, Lake County Division of Transportation



MEMORANDUM

To: Ms. Holly Ostlick
Manager, CMAQ Program
Chicago Metropolitan Agency for Planning
Hugh O'Hara, WCGL

Cc: Melchor Mangoba, IDOT
Steve Gulden, Village of Romeoville

From: Harry L. Gilmore, Jr.

Date: 12/17/2009

Project/Subject: CMAQ Commuter Parking Lot; ID#12-10-0001
CMAQ Commuter Station; ID#12-10-0002
Village of Romeoville

REL Project No: 07-552

A project kick-off meeting was held with IDOT/District 1/Local Roads and Streets on December 9, 2009 to discuss the two referenced CMAQ projects. At this meeting it was agreed that both the Phase I and Phase II Engineering portions of these two projects would be completed as one project. In order to accomplish this, it is necessary to modify the funding levels for each project as identified in the Transportation Improvement Program (TIP). Therefore, it is requested that CMAP modify the TIP for each project to reflect the following funding commitments:

Project/Phase	TIP	Fiscal Year	Total Cost	Federal Share	Local Share
Commuter Parking Lot	12-10-0001				
Phase I Eng.		2010	\$ 425,000	\$ 340,000	\$ 85,000
Phase II Eng.		2011	\$ 550,000	\$ 440,000	\$110,000
Construction + Constr. Eng.		2012	\$3,550,000	\$2,840,000	\$710,000
Subtotals			\$4,525,000	\$3,620,000	\$905,000
Commuter Station	12-10-0002				
Phase I Eng.		2010	\$ 0	\$ 0	\$ 0
Phase II Eng.		2011	\$ 0	\$ 0	\$ 0
Construction + Constr. Eng.		2013	\$1,015,000	\$812,000	\$203,000
Subtotals			\$1,015,000	\$812,000	\$203,000
TOTALS (both projects)			\$5,540,000	\$4,432,000	\$1,108,000

Note that the total CMAQ funding for the two projects remains at \$4,432,000 as previously approved by CMAP. If you have any questions or require any further documentation, please contact me (1.815.412.2711 or hgilmore@reltd.com).

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628 Columbus Street, Suite 202
Ottawa, Illinois 61350
(815) 433-0400 Fax (815) 433-0404

304 W. Mondamin Street, Suite 100
Minooka, Illinois 60447
(815) 467- 8490 Fax (815) 467-8491

08-97-0010 request

From: Martin J. Bourke, City Manager [mailto:mbourke@oakbrookterrace.net]
Sent: Monday, January 18, 2010 6:15 PM
To: Holly Ostdick; 'Brian Kuttab'
Cc: 'David Niemeyer'; pbourke@cbbel.com
Subject: RE: RE: 08-97-0010 - CMAQ Rescission

On behalf of the City of Oakbrook Terrace, acting as the primary sponsor of the this project, the City hereby agrees that from hereinafter IDOT will become the primary sponsor of the project. If you have any other requirements to assist with this transfer of sponsorship, please let me know.

Martin J. Bourke, City Manager
City of Oakbrook Terrace
17W275 Butterfield Road
Oakbrook Terrace, Illinois 60181
TX: (630) 941-8300 x 307
FAX: (630) 941-7254

04-08-0004 request

From: Budrick, Jim [mailto:Budrick@oak-park.us]
Sent: Tuesday, January 19, 2010 2:54 PM
To: Ross Patronsky
Subject: Next CMAQ Committee meeting.

Ross, I am sure you are aware that the Village of Oak Park's traffic signal interconnect project is underway. We were fortunate to have the contract amount come in significantly under the original allocated amount (\$200,021 vs \$292,036). Given the most recent release of the MUTCD and the inclusion of Countdown Pedestrian Signal Heads, we thought it would make sense to add these to the contract while work is being done at the various corners.

We feel that having Countdown Signal Heads installed would enhance the pedestrian activity at each of the corners we are adding to the system. A number of the corners are near schools and having this new equipment would improve conditions

We submitted a Change Order Request to IDOT in the amount of \$110,704 to upgrade the pedestrian signals at the corners included in this project. IDOT has rejected the request based on the fact that this is outside the scope of the basic interconnect project.

I was wondering if you could include this issue on the next CMAQ Committee meeting for discussion. I will be glad to provide a formal letter to the Committee for their review. Please let me know your thoughts. Thanks.

Jim Budrick,
Village of Oak Park / Village Engineer
201 South Boulevard / Oak Park, IL 60302
phone: 708-358-5722 fax: 708-434-1600
e-mail budrick@oak-park.us

KANE COUNTY
DIVISION of TRANSPORTATION

Carl Schoedel, P.E.
Director of Transportation
County Engineer



41W011 Burlington Road
St. Charles, IL 60175
Phone: (630) 584-1170
Fax: (630) 584-5265

January 25, 2010

Ms. Holly Ostdick
Manager, CMAQ Program
Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Re: Randall Road at U. S. Route 20/Foothill Road
Section #: 06-00345-00-CH
TIP ID#: 09-06-0003

Dear Ms. Ostdick:

The Kane County Division of Transportation (KDOT) has completed Phase I Engineering for the subject intersection. We are now moving into Phase II Engineering and would like to transfer some funds from the Construction Phase to Phase II Engineering to fully fund it with an 80/20 split.

Currently there is \$96,000 approved towards CMAQ funds for Phase II Engineering. We would like to increase this amount by \$37,068, for a total of \$133,068 in CMAQ funds.

If you have any questions or require additional information, please contact Paul LaFleur of our office at (630) 584-1170.

Sincerely,

Paul LaFleur, P.E.
Design Project Manager

09-94-0068 request

From: Sullivan, R. (Mike) [mailto:SullivanMike@co.kane.il.us]
Sent: Friday, January 29, 2010 11:05 AM
To: Holly Ostdick
Subject: Kane County Forest Preserve CMAQ Project

Good morning Holly,

About two weeks ago we had a conversation about a Kane County Forest Preserve CMAQ project (09-94-0068) Fox River Trail Gap. The project did not go through the updates that occurred over the Fall and winter, they would like to make the move to FY2011 for their one-time move. Let me know if there is anything else I can do to help,

Thanks,

Mike S.

Mike Sullivan
Regional Planning Liaison
Kane / Kendall Council of Mayors
41W011 Burlington Road
St. Charles, IL 60175
Phone: (630)444-3142
Fax: (630)584-5265
Email sullivanmike@co.kane.il.us

MEMORANDUM

To: Lorraine Snorden, Pace
Tim Dilsalver, Pace

From: William J. Baltutis, TMA of Lake Cook

Re: CMAQ Funding Request

Date: January 26, 2010

The Lake-Cook TMA and Pace are requesting a modification in scope of the CMAQ grant TIP# 17-05-0001 North Central Commuter Line Shuttle Service. We are requesting the scope be expanded to provide for transit/shuttle connections to additional Metra lines including the Union Pacific North Line, Milwaukee District North Line & Union Pacific Northwest Line in Cook & Lake Counties. We are not requesting any additional funds. Rather, we are merely requesting approval to fully utilize the remaining balance to develop new shuttle services that would present the TMA and Pace with greater opportunities for sustainable shuttle services.

Although the grant originally funded shuttles connecting Metra's North Central Service line with suburban employment centers, the Metra service limitation of this rail line greatly restricted commuting options for potential shuttle passengers. With only 22 daily trains and limited peak hour trains, the rail schedule was limited to only one reverse commute train and unwieldy gaps in suburb-to-suburb schedules. Given the limitations of Metra's NCS schedule, achieving sustainability of the NCS shuttles was simply not possible.

By shifting the remaining funding to shuttle opportunities along other Metra lines, the potential for success expands significantly. All of the aforementioned Metra lines (MDN, UPN, UPNW) have much higher levels of service, offering multiple schedule options for both reverse commute and suburb to suburb commuters. As an example, the MDN line runs 60 daily trains, offering an excellent opportunity for successful shuttle service.

The objective of the CMAQ grant was for the TMA and Pace to develop, implement and market transit services, including shuttles to connect area employers to Metra's then (2006) newly expanded North Central Service (Antioch to Chicago). The TMA worked with Pace to develop three shuttle routes, connecting Metra's Buffalo Grove and Vernon Hills stations with 10 participating companies that contributed the 20% local funding match. Implemented in November 2006, service continued through November 2009 when it was terminated by the Pace Board due to low ridership. Although ridership grew during the three years of service, it only averaged between 30 to 40 passenger trips daily. As to primary causes of low ridership, both employees and employers voiced concerns about service limitations, particularly reverse commute service.

NCS has only one reverse commute train, arriving in Buffalo Grove at 8 a.m., later than workday start times at many employers. As such, employees were reluctant to or unable to modify their work schedules to accommodate the highly restricted rail schedule. Ultimately, expansion of the NCS schedule will address this issue and TMA will work with the Northwest Municipal Conference and Metra to try to accomplish this. Until service is expanded, however, we feel additional shuttle connections would not be cost effective at this time.

In shifting the remaining CMAQ funds, TMA is now in discussion with several area major employers to develop new routes. These include

- Takeda/Deerfield
Shuttle to access Braeside Station/UP North
- Allstate/Northbrook
Shuttle to access Des Plaines station/Union Pacific Northwest
- Motorola/Libertyville
Shuttle to access Prairie Crossing/North Central & Libertyville/Milwaukee North

Our plan will be to develop these or other possible shuttle routes with Pace; identify and recruit other companies; and implement and market the new services for a period of 18 months at which time we will determine ridership sustainability. As we have done on all other CMAQ-funded routes the services, if the service proves sustainable, we would then work with Pace to mainline the service utilizing an employer share of approximately 50% with Pace and Metra contributing towards operational support as well.

We hope the CMAQ committee will be supportive of our request and approve the scope modification.

Thank you for your support

03-09-0011 request

From: Holly Ostdick
Sent: Tuesday, February 02, 2010 11:03 AM
To: Russell Pietrowiak
Subject: FW: CMAQ Rescission

Another one.

Holly Ostdick
312.386.8836

From: Carlson, Brian M [mailto:Brian.Carlson@illinois.gov]
Sent: Tuesday, February 02, 2010 10:56 AM
To: Holly Ostdick
Subject: RE: CMAQ Rescission

This project has \$320K CMAQ for construction and \$56K for E1/E2. Engineering was performed in-house. Can engineering be applied to construction?

From: Holly Ostdick [mailto:Hostdick@cmap.illinois.gov]
Sent: Thursday, January 14, 2010 2:35 PM
To: Carlson, Brian M
Subject: CMAQ Rescission

SUBJECT: 03-09-0011 - IDOT - I-290/IL 53 SB exit ramp at IL 53/Biesterfield Rd



VILLAGE OF DEERFIELD

January 27, 2010

Ms. Holly Ostlick
Planner
Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Reference: Deerfield Road Sidewalk Improvements and Pedestrian Underpass
TIP ID: 10-06-0055

Dear Ms. Ostlick:

We are in the process of finalizing our Phase II contract documents for the above referenced project. The Deerfield Road Sidewalk Improvements and Pedestrian Underpass Project is intended to provide pedestrians with safer passage of the Deerfield Road Metra railroad underpass. The project currently has a target letting date of April 2010.

During the design phase, the Village of Deerfield coordinated with Metra, the owner of the railway that the new underpass will traverse. The original construction method for the tunnel was to be an open cut and cover operation on a series of successive weekends when travel is at a minimum along the railway. The first submittal to Metra, with the intended open cut and cover method of construction, was rejected because both the inbound and outbound trains arrive in Deerfield at approximately the same time. Since the crossovers are not close to the station, major service disruptions would be caused by the cut and cover method of construction. As a result, we have revised the scope of work by proposing a jacking operation to construct the tunnel. This type of operation was recently used in Aurora to provide a tunnel connection for the commuter parking and the BN/Metra line. Metra has also increased the amount of cover required between the tunnel and the tracks to 5'6". This increases the height and length of wing walls and retaining walls. For these reasons, the estimated costs of these facets are expected to increase the project from \$1.1M to \$1.9M. Therefore, the Village is requesting additional funding from CMAP to keep the project on time and within budget.

The utility coordination process revealed that fiber optic cables run parallel to Deerfield Road on the south side of the Metra underpass. These cables are directionally bored under Deerfield Road and rise sharply on either side of the roadway and traverse beneath the Metra rail line in the proposed work area. The lower underpass elevation required by Metra put these fiber optic lines in direct conflict with the tunnel. To facilitate construction of the new tunnel, the fiber optic cables must be relocated at an estimated cost of \$500,000.

Ms. Holly Ostlick
Page two
January 27, 2010

In summary:

Construction Cost Difference	\$ 800,000
Construction Engineering	\$ 110,000
Utility Relocation	\$ 500,000
Total	\$1,410,000

The Village of Deerfield would appreciate the committee's favorable assessment of this request. If you have any questions or need additional information on this project, please contact me at 847.317.2490 or e-mail blittle@deerfield.il.us.

Very truly yours,



Barbara K. Little
Director of Public Works and Engineering

BKL/rwp

cc: Bruce Christensen, Lake County Council of Mayors
Kent Street, Village Manager
Rick Young, McDonough Associates

Chicago Metropolitan Agency for Planning

CMAQ Cost Increase Analysis

TIP ID: **10-06-0055**

Description: **Deerfield Rd Sidewalk Improvements and Pedestrian Underpass**

Ranking Computation

	2007 Approved	2010 Request
Kg VOC eliminated	528.6494	528.6494
Cost	\$ 974,400	\$ 2,384,400
\$/Kg VOC eliminated	\$ 1,843	\$ 4,510
Rank	12	13

Project Expenses

	Federal Share	Total	Federal %	Basis
2007 Approved	\$ 779,520	\$ 974,400	80.0%	Approved Projects
2010 Request	\$ 1,907,520	\$ 2,384,400	80.0%	Letter from Sponsor
Increase Amount	\$ 1,128,000	\$ 1,410,000		

FY 2007 CMAQ Program

			\$ Per Kilo				
ID	Facility to be Improved	Project Total	Application Federal	VOC Eliminated	Proposed 2007	Proposed 2008	
BP04072693	Oak Park-Various Sidewalk Projects throughout Oak Park	\$565,074	\$452,059	\$18	\$226,030	\$226,029	\$0
BP04072688	Harwood Heights-Union Ridge Elementary School - Pedestrian Facility Improvement Plan	\$103,000	\$82,400	\$23	\$82,400	\$0	\$0
BP03072691	Des Plaines-Mount Prospect Rd & Wolf Rd Sidewalks	\$230,000	\$184,000	\$147	\$24,000	\$160,000	\$0
BP08072703	Westmont-2007 Miscellaneous Sidewalk Connectivity Part 3	\$621,193	\$496,954	\$272			
BP10072697	Mundelein-Lake St from Hawthorne Blv to Longwood Ter	\$307,230	\$245,784	\$484	\$245,784	\$0	\$0
BP08072686	Addison-Mill Rd Bridge Sidewalk Project	\$256,500	\$205,200	\$505	\$15,640	\$15,640	\$173,920
BP06072696	Blue Island-Vermont St Corridor	\$425,195	\$340,156	\$945			
BP07072699	Oak Forest-Oak Forest Sidewalks to Metra Station	\$652,000	\$521,600	\$1,022	\$13,600	\$508,000	\$0
BP04072702	Northlake-Wolf Rd Sidewalks at Soffel Ave	\$395,000	\$316,000	\$1,513	\$28,000	\$24,000	\$264,000
BP02072785	Glenview-Wagner Rd from Winnetka Rd to East Lake Ave	\$301,950	\$225,800	\$1,605	\$225,800	\$0	\$0
BP11072690	Crystal Lake-Erick St Sidewalks	\$87,000	\$69,000	\$1,754	\$69,000	\$0	\$0
BP10072700	Deerfield-Deerfield Rd Sidewalk Improvements and Pedestrian Underpass	\$974,400	\$779,520	\$1,843	\$84,000	\$695,520	\$0
BP08072701	Oakbrook Terrace-22nd St Sidewalk from IL 56/Butterfield Rd to IL 83/Kingery Highway	\$472,000	\$377,000	\$2,285	\$49,226	\$328,180	\$0
Revised Rank				↓ \$4,510			
BP05072698	Riverside-Burlington Northern Santa Fe Railroad Pedestrian Tunnel	\$3,354,000	\$2,640,000	\$5,072			
BP12072695	Plainfield-IL 59 Sidewalk Improvements	\$3,590,700	\$1,230,000	\$111,135			



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, IL 60606

312-454-0400 (voice)
312-454-0411 (fax)
www.cmap.illinois.gov

MEMORANDUM

To: CMAQ Project Selection Committee

Date: February 11, 2010

From: Holly Ostdick, Associate Planner

Re: Federal Fiscal Year 2011 CMAQ Projects/State Appropriation

A goal of the CMAQ A list is to identify dormant projects and increase project accomplishment. Some projects on the CMAQ A list have the opportunity to move forward faster than the year in which they were programmed. In other cases, projects that are partially obligated, and hence in the TIP, are able to advance phases currently in FY 2011 to FY 2010. For example, Lake County project 10-06-0005, Highland Park Interconnect, is funded in year FFY 2011 for construction. This project has been moving forward and is able to be let in June. Advancing this project would help spend down our unobligated balance and realize its benefits quicker.

IDOT has raised concerns about moving projects from FFY 2011 into the current year due to state appropriation limitations. State appropriation is the amount that the state budgets for use on transportation projects. The state appropriation must cover the total project cost for all projects on the state letting; locally let projects only require an appropriation equal to the federal amount. We have exceeded the \$21.9 million state appropriation for SFY 2010 by at minimum \$30 million and are on track to spend still more in SFY 2010. In response, IDOT has indicated that an additional \$50 million in appropriation can be made available. However, IDOT has stated the state appropriation for SFY 2011 will be similar to the \$21.9 million appropriation for SFY 2010.

A reason the state appropriation is extremely low compared to our federal apportionment is because in the past CMAQ project sponsors have not been successful in using all state appropriation. Additionally, in 2006 CMAP requested an increased state appropriation because sponsors had indicated a much larger amount that was programmed that year would be accomplished. Unfortunately many of the projects were not accomplished and we did not use much of the state appropriation requested. This has led IDOT to reduce the CMAQ appropriation in subsequent years.

As stated in various policies and actions of the CMAQ Project Selection Committee the current focus is to spend down the unobligated balance, avoid future rescissions, and realize benefits of the CMAQ projects. Allowing projects from FFY 2011 to be accomplished when they are ready

cmaq1002

can help achieve these ends. It can also be a motivation for earlier programmed projects to be accomplished more quickly.

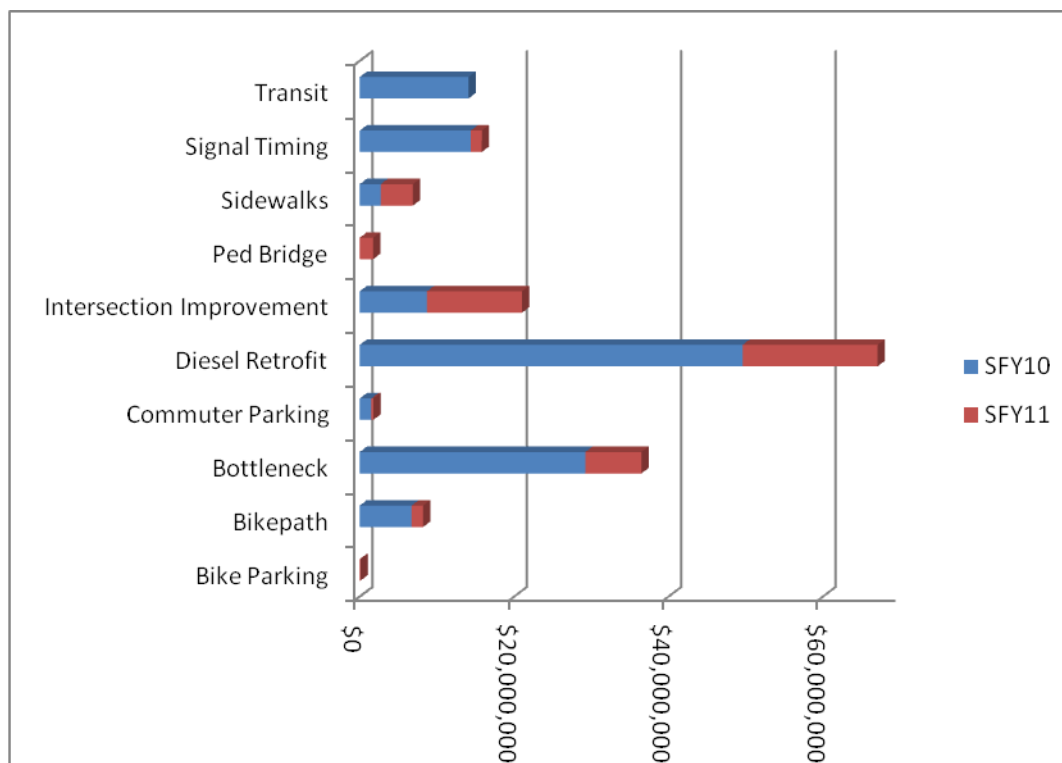
However, advancing projects currently scheduled to start in FY 2011 could cause projects from FY 2010 or earlier years to be delayed if there is insufficient state appropriation available. It is possible that enough projects could be advanced and/or obligated that the limit imposed by the \$83 million rescission would be reached, but this is unlikely.

If projects from FFY 2011 move forward it could clearly hold up projects in FFY 2010. If a FFY 2010 project cannot be accomplished due to an FFY 2011 project moving forward the “one time move” sanction would not apply because it is not within control of the sponsor. There are options for allowing SFY 2010 projects to not be held up if state appropriation or fiscal constraint is exceeded. These include using re-appropriation, borrowing against future federal allotments, or receiving new appropriation. These are all options that would need to be discussed once/if that bridge is crossed.

After meeting with IDOT local roads, the PLs and speaking with the City of Chicago, CMAP has identified projects that the sponsors believe are likely to be accomplished during SFY 10 and 11:

Row Labels	Sum of Total Cost
SFY10	\$126,996,882*
SFY11	\$46,310,055
Grand Total	\$173,306,937

* may include projects already obligated.



Below is a chart summarizing projects that may be able to move from FFY 2011 into FFY 2010.

Diesel Emissions Reduction	\$34,054,250
Transit Facility Improvement**	\$31,360,000
Transit Service and Equipment**	\$5,439,148
Total	\$70,853,398

** does not require state appropriation

Clearly, advancing \$71 million in FY 2011 projects and also obligating \$127 million in FY 2010 and earlier CMAQ projects will exceed fiscal constraint in the TIP and is beyond the capacity for IDOT to process projects. Obligating and/or advancing an additional \$20 million in projects beyond what has been obligated so far would use all the available state appropriation. Thus, while advancing some projects is possible, there is a limit to our ability to do so.

Staff recommends allowing projects that become ready to obligate while closely monitoring fiscal constraint limits and state appropriation. This will allow for unobligated balance to be spent down, realize benefits of the CMAQ program, and motivate sponsors to accomplish projects as quickly as possible.

Regional Transportation Operation Coalition

Draft Work Plan (v4)

For Consideration by CMAP Transportation Committee and Freight Committee

January, 2010

I. Mission Statement

The Northeastern Illinois Regional Transportation Operations Coalition (RTOC) will serve as a forum for collaboration to advance multi-modal transportation systems operations.

II. Introduction

A. Coordinating Transportation Operations in Northeastern Illinois

This work plan describes how the transportation operators and planners from northeastern Illinois will enhance collaboration and coordination of regional transportation system operations. Such coordination will help to facilitate an efficient transportation system across the northeastern Illinois region.

Recent Transportation System Development (TSD) plans have focused on creating and maintaining seamless transportation systems across the northeastern Illinois region. Coordinated management and operation of the transportation infrastructure, resources, and services is an essential element to achieving this goal. The purpose of the proposed Regional Transportation Operations Coalition (RTOC) is to establish an institutional forum and structure where regional operations can be addressed. With collaboration and coordination between transportation operators the region would experience a more efficient and safe transportation system across jurisdictional boundaries. Regional agencies realize there is a benefit of such a forum which will allow for a more streamlined approach to operating the regional transportation network.

Transportation operators effectively manage the existing transportation network to ensure all users experience a smooth, safe and efficient regional transportation system. Ideally, this can be achieved by optimizing the existing regional transportation system through the collaboration of transportation operators and emergency responders,

regardless of jurisdictional boundaries or transportation mode. Another important aspect to efficient transportation operations is project coordination at the regional level to ensure a seamless and logical transportation network. The efficient operation of the transportation system is quickly becoming critically important in regions with increasing congestion and the lack of available funding to significantly expand transportation capacity.

Transportation operators have a variety of strategies that help them achieve a more efficient system which include:

- Traveler information services
- Freeway management
- Transit priority signal systems
- Active traffic signal and arterial management
- Incident management
- Road weather management
- Work zone management
- Freight and flight management

The effectiveness of each strategy is evaluated through regionally agreed-upon performance measures. Locally and regionally collected data and analytical tools will be used to create performance measures that will assist all operators to continuously monitor the transportation network in real-time and track changes to the network over time.

A regional data archive would be the central source for regional transportation-related data. A web-based archive is essential for transportation operators to share consistent data region-wide on a near real-time basis. The data archive would also allow for consistent performance measures and facilitate the establishment of analysis tools to evaluate the transportation system, regardless of jurisdictional boundaries or mode of transportation. A regional data archive has the ability to assist transportation operators and planners with the study, development, implementation and tracking of innovative solutions to recurring and non-recurring congestion, emergencies, freight delays and multi-modal issues.

Transportation system operators, planners and emergency responders would all benefit from actively participating in the RTOC. The active collaboration and coordination of these groups are crucial for the RTOC to be successful. Transportation planners would gain a better understanding of the day-to-day operations of a transportation system and how operational strategies can improve the development of regional transportation goals, objectives and priorities. Transportation operators would have increased input into the planning process, which would allow them to develop and implement projects and pursue operation strategies to meet the vision and goals of the region's

transportation plans. Emergency responders will see the benefits of working with operators to redirect traffic when incidents or emergencies occur. These benefits should be clearly identified to each participating agency along with the users of the regional transportation system.

B. Associated CMAP Committees

With the former Gary-Chicago-Milwaukee (GCM) Corridor Coalition now focusing on Interstate highway activities and facilities, a need has emerged to develop an institutional forum and structure where regional operations can be addressed, including the coordination with counties and local communities. The members of the Advanced Technology Task Force (ATTF) Group realized a need for the creation of RTOC. An Operations Group Development Sub-Committee consisting of Advanced Technology Task Force (ATTF) members and CMAP staff was formed to discuss the need for a regional operations group and how the operations group should be structured. The development sub-committee and CMAP staff agreed there was indeed a need for the regional operations group and propose developing an institutional structure for the RTOC.

RTOC would be associated with and act as a unified voice regarding transportation operations issues for the following committees:

- Advanced Technology Task Force (ATTF)
- Bicycle and Pedestrian Task Force
- Freight Committee
- Council of Mayors

In addition, to assure that congestion management needs are addressed, RTOC would be represented on:

- Transportation Committee

Further, participation in CMAQ Project Selection Committee meetings and other regional processes, as appropriate, would be an integral part of this process.

A major component of each of the above committees is related to transportation operations and all would benefit being involved in a management and operations group. RTOC, along with the associated committees will work together to present the benefits of management and operations projects to decision-makers, transportation professionals and the traveling public and assist in setting priorities for management and operations projects and strategies that support the TSD plan and the Congestion Management Process.

The RTOC would meet regularly, but not less frequently than quarterly, to discuss regional operations issues, needs and priorities. It will also coordinate regional management and operations projects and strategies.

The ATTF meets quarterly and is charged to “Identify, assess, promote and assist with the implementation of intelligent transportation systems and advanced technologies as part of the transportation system. Provide overall guidance for the development of the Advanced Technologies component of the Regional Transportation Plan.” The RTOC would work in conjunction and compliment the ATTF to promote Intelligent Transportation Systems (ITS) and advanced technologies tools which will be used in the management and operations of the region’s transportation network. The ATTF will continue to oversee and manage the regional ITS architecture and its implementation. It should be noted that many of the current members of the ATTF already serve as core members of the fledging RTOC.

The Freight Committee meets 8 times per year and is charged to “Identify, assess and respond to goods movement travel issues and opportunities and provide overall guidance for the development of the regional goods movement component of the Regional Comprehensive Plan. Examples of key issues include safety, congestion relief, air quality, economic development, and community impacts.” Transportation management and operations are a vital component to increasing the efficiency in which goods move across and throughout our region. In conjunction with the freight committee, the RTOC will work on strategies and physical facility improvements to facilitate the movement of goods through the region. The freight industry would benefit from many management and operations improvements such as congestion relief, traveler information services, road weather management and traffic signal management on freight-significant corridors.

The Bicycle and Pedestrian Task Force meets quarterly and is charged to “Identify, assess and address bicycle and pedestrian travel issues and provide overall guidance for the development of the regional bicycle and pedestrian program. Examples of key issues include safety, convenience, economic development, and access for people with disabilities.” The Bicycle and Pedestrian Task Force would benefit from operational improvements such as traffic signal management and arterial management. One major aspect of the RTOC will be to look at signal timing and coordination throughout the region. Additionally, it is expected that the RTOC will look at alternative methods to control traffic beyond traditional traffic signals (e.g. roundabouts, single-point urban interchanges, etc.) that improve operations while improving safety for non-motorized travel.

C. Work Program

The RTOC would encompass all the aspects of transportation management and operations in the northeastern Illinois region. The coalition would help advocate for the collaboration and coordination in:

- Regional data archiving and system monitoring
- Traffic signalization improvement, including transit signal priority, as appropriate
- Freight/intermodal management
- Arterial management
- Freeway management
- Cooperative funding
- Project implementation (construction coordination)
- Innovative operations project identification
- Bottleneck identification and elimination
- Transportation safety and security

III. Goals and Objectives

A. Goal: Foster collaboration and coordination among the region's transportation operators.

Objectives:

- Hold well attended bi-monthly/quarterly meetings.
- Establish a working committee with members from all stakeholders including emergency response agencies.
- Publish annual report outlining RTOC accomplishments and upcoming objectives.

B. Goal: Identify overlapping needs for operational improvements to better leverage investments

Objectives:

- Identify and promote opportunities for operational improvements to the transportation network.
- Identify funding streams for multiple agencies to apply for (Economies of scale).
- Survey agencies for overlapping needs.

C. Goal: Reduce barriers to operational improvements on the region's multi-modal transportation system

Objectives:

- Assist officials in recognizing the benefits of coordinating transportation operations on a regional level.
- Develop a working relationship between operations and planning staff.
- Identify barriers to implementation, including but not limited to: organizational, political, financial, technological and environmental.

D. Goal: Create a forum to discuss data needs and assure appropriate data sharing

Objectives:

- Continue to enhance Gateway as needed.
- Create and maintain a regional data archive for operators to store and retrieve operations data.
- Promote benefits and uses of data archive to all transportation agencies.
- Compile regional operations data for decision-makers to use in programming future projects.

E. Goal: Affect improvements to the operation of the transportation system

Objectives:

- Monitor and implement the region's Congestion Management Process.
- Identify critical system components where targeted improvements will have significant positive impacts on the overall system operation.
- Identify methods and technologies that have a high benefit/cost ratio.
- Work with our partners to systematically program and implement operational improvements on an ongoing basis.

F. Goal: Promote best practices for operations

Objectives:

- Become example for other regions to follow – State of the Practice.
- Identify and promote operations related training opportunities.
- Prepare periodic strategy evaluations.
- Support and implement operations-related demonstrations.
- Support widespread adoption of best practices.
- Develop/identify funding sources for operations.

IV. Resources and Constraints

A. Resources

- Participating agencies
- CMAP staff support
- Prior work
- Federal assistance
 - Staff support
 - Training
- Other regions experience

B. Constraints

- Lack of dedicated operations funding
- Unusual role for MPO for past 15 years in Chicago

V. Plan of Action

The creation of the Regional Transportation Operations Coalition will require buy in from not only multiple transportation operators and planners in the region, but also many emergency responders and the members of the freight industry. The RTOC will institute an open forum for agencies to share ideas, promote innovative operations solutions and foster relationships between the member agencies. CMAP and its partners will need to:

- Institutionalize the Regional Transportation Operations Coalition.
 - Establish the working committee under the CMAP committee structure.
 - Identify RTOC staffing resources.
- Identify potential RTOC participants.
- Engage identified participants.

- Create RTOC structure and agreements.
 - Establish committee chair and co-chair.
 - Establish Transportation Committee representatives.
 - Create Memorandum of Understanding and/or Agency agreements.
- Committee processes and products.
 - Create forum for agencies to share ideas and create relationships.
Sample of potential focus areas:
 - Multi-modal arterial traffic operations, including transit signal priority and bike-ped traffic signal operations.
 - Freight management.
 - Arterial incident management.
 - Create forum for agencies to collaborate on operations related projects.
Sample of potential projects:
 - Regional data archive.
 - Establish champion.
 - Freight management (e.g. Create for trucks).
 - Establish champion.
 - Arterial incident management strategies.
 - Establish champion.
 - Transit signal priority.
 - Establish champion.
 - Advanced Traveler Information Systems.
 - Establish champion.
 - Establish and adopt region-wide accepted operations performance measures.
 - Monitor established performance measures and identify areas in need of improvement
- Secure funding for ongoing operations related projects.
- Perform periodic review of committee performance.

VI. Schedule

December 2009: Initial group development and review and finalize work plan

January 2010: Finalize work plan and present to Planning and Transportation Committee

February 2010: Present to Programming Coordinating Committee

March 2010: Present to MPO Policy Committee and CMAP Board

April 2010: Implementation of the new structure of the Regional Transportation Operations Coalition.

Recommended CMAQ Project Selection Committee Meeting Dates (for consideration 2-11-2010) Rev. 12-31-09

CMAQ PSC Meeting (2:00 p.m.)	TIP Revisions Due to CMAP Staff	Transportation Committee Dates	MPO Policy Committee Dates	Federal Authorization	IDOT Letting Dates	CMAQ PSC Notes
February 11, 2010	February 16, 2010	March 5, 2010	March 11, 2010	March 12, 2010	April 23, 2010	Thursday afternoon
March 25, 2010	March 30, 2010	April 23, 2010		April 30, 2010	June 11, 2010	Thursday afternoon
		May 21, 2010				
May 6, 2010	May 11, 2010	June 4, 2010	June 10, 2010	June 18, 2010	July 30, 2010	Thursday afternoon
June 24 2010	July 6, 2010	July 30, 2010		August 6, 2010	Sept 17, 2010	Thursday afternoon
July 29, 2010	August 3, 2010	August 20, 2010				Thursday afternoon
August 19, 2010	August 24, 2010	September 17, 2010	October 14, 2010	Sept. 24, 2010	November 5, 2010	Thursday afternoon
October 21, 2010	October 26, 2010	November 19, 2010		Dec. 3, 2010	January 21, 2011	Thursday afternoon
November 18, 2010						Thursday afternoon (re. FY 2012 CFP)
December - TBD	tbd	tbd (2011)	January 13, 2011	January 28, 2011	March 11, 2011	

S:/.../CMAQ/2010 devel/docs/cmttee/Proposed 2010 CMAQ Mtg Dates B.xls